

A WORD WITH YOU

Do you know that it is not the wisest plan to always buy the cheapest clothing?

Pay a little more and get goods of high merit. Do not be induced to buy goods on account of their dazzling superficial appearance. Look well into them—see that the garment is well-finished—that the texture is what it is claimed to be—that every seam is perfect, and that the buttons are not glued on.

We are manufacturers of high-grade clothing, always giving the public the best the market affords, i. e.,

A 20-per-cent.

Discount on all light-weight suits, and coats, and vests, in the house. Truly,

THE WHEN TO THE TRADE:

OUR GREENHOD BOOT is made of selected Veal Stock. In both D. S. and D. S. and Top, the top nailed both on outer edge and center of sole; the last insures a good fit, the material and workmanship promise durability, and the pattern shows style. We sell you the boot at the price of inferior goods, therefore you have a double boot to handle. Because it pleases the customer, it is easy to sell, because it pays you a fair profit, you are pleased to sell it. Write us for sample card or sample suit, or any information regarding boots and shoes.

McKEE & CO., 93 & 95 South Meridian Street, Indianapolis.

"M. & D." WROUGHT STEEL RANGES,

BEST IN MARKET. Family, Hotel and Boarding-house class. "QUICK-HEAT" Gasoline and Gas Stoves in great variety. "GATE CITY" Stone Ranges. "TRIMONT" Cast Ranges.

Buy INDIANAPOLIS STOVES, and have no delay in obtaining repairs.

INDIANAPOLIS STOVE CO., 71 & 73 South Meridian Street.

Cleveland, Cincinnati, BIG 4 Chicago & St. Louis ROUTE.

THE BANNER EXCURSION.

A TEN DAYS' COMBINED RAILWAY AND STEAMBOAT TRIP.

SATURDAY, AUG. 27, 1892.

Indianapolis to Benton Harbor and return.....\$2.50
Indianapolis to Chicago and return.....\$3.00
Indianapolis to Milwaukee and return.....\$3.50
The steamer used for this excursion is the Graham & Morton Transportation Company's elegant side-wheel low-pressure steamer City of Chicago and Chicago, the finest and swiftest excursion steamer on Lake Michigan. Tickets good to return for ten days. Also, via

BIG 4 ROUTE.

To Kansas City and return, only.....\$2.00
To St. Louis and return, only.....\$2.50
Tickets will be sold going Aug. 19, 20, 21 and 22. Also, via

Big 4 World's Fair Route,

TO CHICAGO AND RETURN—\$3

For all trains of Saturday, Aug. 27, good to return on all trains of Sunday, Aug. 28, and Monday, Aug. 29. For tickets and full information call at Big Four ticket-offices, No. 1 East Washington street, 30 Jackson place, and Union Station.

H. M. BRONSON, A. G. P. A.

TRAINS DAILY TO CINCINNATI VIA C. H. & D. R. R.

Ticket-offices corner Illinois street and Kentucky avenue, 134 South Illinois street and Union Station. H. S. RHEIN, General Agent.

COLUMBIA FLOUR.

BEST IN THE WORLD. ASK YOUR GROCER. ACME MILLS, West Washington St.

72° FOR WAGON WHEAT

WORLD'S FAIR DEDICATION.

The President Invited to Remain Three Days in Chicago—Proposed Reception.

Special to the Indianapolis Journal.

CHICAGO, Aug. 17.—President Harrison will probably be in Chicago three days instead of two, as at first contemplated, during the world's fair dedicatory exercises. Tuesday the committee on arrangements sent the President a dispatch formally inviting him to be present, and suggesting that he reach Chicago, if possible, on the 19th of October, as a reception in his honor on that evening preceding the two days for dedicatory exercises, was being arranged for. The President to-day sent a telegraphic reply from Loon lake to Sen. Nelson A. Miles, thanking the committee for the proposition as to the reception. "I will make every effort to be in Chicago on the evening of Oct. 19," was the conclusion of the President's dispatch. Arrangements for the reception are therefore being made. It is expected that the reception will be at the Auditorium. Ex-President Cleveland and Hayes have been invited, and it is expected both will be present, as will also the Governors of the States and Territories, representatives of foreign governments and distinguished army and naval officers, as well as Senators and Congressmen.

Attempt to Rescue Noted Outlaw. Special to the Indianapolis Journal.

RICHMOND, Va., Aug. 17.—A dispatch has been received from Big Stone Gap, Va., which says that intense excitement prevails there over a threatened rescue of Tail Hall, the noted outlaw and murderer, under sentence of death at Wise Court House. Judge Sweeney, of the county court, has received warning that "an overwhelming attack will be made on the jail. They will dynamite the town and take Hall at all hazards. Attack expected to-night and will surely be made this week, no mistake." Every able-bodied man in the community is being summoned to go to Wise Court House to-night. The rescue party is composed of the former followers of Hall, and are led by Caleb Jones, who has a Gatling gun and a small cannon. They come from the mountains across the Kentucky line.

Indianapolis Firm the Lowest Bidders.

BOSTON, Aug. 17.—The Brown & Ketcham firm, of Indianapolis, are the lowest bidders for the interior iron work of the State-house extension, and will probably get the contract.

Only \$2.75 to Chicago

Via the popular Monon route, the dining car line.

BLOCKADE AT BUFFALO

Railway Yards Crowded with Grain-Laden Cars and Perishable Freight.

Not a Train Moved Yesterday on Any of the Lines Affected by the Switchmen's Strike, Though Protection Was Afforded.

Lake Shore and Lackawanna Men Ordered Out at 1 O'Clock This Morning.

Lehigh Valley Firemen Also May Quit Unless One of Their Number, Discharged for Refusing to Do Switching, Is Reinstated.

Two Thousand Soldiers on the Ground, Patrolling the Affected Districts.

More Wanted by Mr. Webb, Who Thinks the New York Central Needs Additional Protection—Serious Charges by Mr. Sweeney.

MORE SWITCHMEN GO OUT.

Employees of the Lake Shore and Other Roads Quit Work—More Troops Requested.

BUFFALO, Aug. 18, 1:50 A. M.—The Lake Shore switchmen have just quit work.

Several of them were seen and they said they had been ordered out and that the Lackawanna switchmen will follow them in less than half an hour. Seven switch-engines in the South Buffalo yards, which were usually working at this hour, are idle. A telephone message from the Eleventh precinct states the men in the East Buffalo Lake Shore yards are also out. This is confirmed by other railroad men.

2:50 A. M.—A telephone message from the Delaware, Lackawanna & Western office says the Lackawanna & Nickel-plate men are expected to strike in a few minutes.

A midnight conference between Brigadier-General Doyle, Mayor Bishop, Sheriff Beck, Superintendent of Police Morganstein, H. Walter Webb, Daniel H. McMillan, W. S. Bissell and E. C. Sprague, on behalf of the railroads, and several citizens, resulted in agreeing to send the following telegram to Governor Flower, at Albany:

We have become satisfied that the situation here in Buffalo under the pending strike has become so serious that we ask that the National Guard of the State be called out to protect the lives and property of citizens of this city and county.

ARVOR BECK, Sheriff.

CHARLES F. BISSILL, Mayor.

This dispatch has been wired and a reply is awaited.

Yesterday's Developments.

BUFFALO, Aug. 17.—The railway yards in the outskirts of this city have been transformed into military camps. Nearly two thousand soldiers are scattered through Cheektowaga and the city. General Doyle, to-day, when the remainder of the Fourth Brigade, National Guard, arrived, threw his pickets clear down to Washington street, and placed strong guards at Michigan and other crossings. Soldiers with musket and bayonet are about the depots. In fact, the whole territory from the terrace to Cheektowaga, a distance of several miles, is under military occupation. All morning companies of infantry and batteries were kept coming, giving the stations quite a warlike aspect. The calling out of additional troops was made necessary, owing to the extension of the switchmen's strike to the New York Central and West Shore railroads.

This is, to-day, a freight beleaguered city. The pulse of the railroad has stopped, and the wheels of business are clogged with accumulating freight. People who assume to be familiar with the symptoms of great strike movements are grave of manner and speech. They shake their heads and smile in a weary derisive sort of fashion when they hear of the strike. They who see the strike will be short-lived. Those who see the militia on duty and go away with a conviction that now all will be peaceful, are regarded as flamboyant optimists. Others, still, who hear that the State Arbitration Board is here, then go about their affairs with the belief that all will now be quiet, are slow to perceive or too quick to conclude.

It will be recalled that the Central men struck and were defeated two years ago. Anybody who knows anything about labor movements does not need to be told that the Central switchmen would not go into another strike so soon without there being a concerted plan arranged and a determination to fight pitched battle for supremacy. The men have driven the wedge at a most critical period, and whoever is responsible for the movement has shown generalship of no mean ability. It was the opening day of the fair, and every road coming into the Union Depot had from ten to fifteen excursion trains scheduled for the day. It requires five switch-engines to make up the passenger trains in the Exchange-street station under ordinary circumstances, and on occasions like the present twice that number would be required to handle the business. Down in the great yards, four miles away, the idlers are thick. They can be seen among long lines of cars coming in and out, learning all they may. The troops are stationed along the tracks of the various lines. They are not yet accustomed to the duty, and the feeling of nervous apprehension they may be obliged suddenly to kill men has not yet worn away. Their faces are earnest, and where the orders are thick, white-arm'd men, on the great coal trestles and on the tops of cars strikers and others keep their lookouts and pass their signals.

FIREMEN MAY STRIKE.

A strike of locomotive firemen on the Lehigh Valley may be ordered at any moment. A fireman in the Lehigh Valley yard was ordered to do switching. He refused and was summarily discharged. This case was taken up at the firemen's meeting last night and discussed. A committee was appointed to wait on the Lehigh Valley officials and demand reinstatement of the discharged fireman. If the company refuses a strike of the firemen on the Lehigh division, and possibly on the entire Reading system, may follow. Should this occur, it is altogether likely that the firemen on the Erie, the Central, the Buffalo-Creek and other lines will go out also. If this should happen the passenger as well as the freight trains will be tied up the entire length of each line. It is impossible to say to what limit the trouble may extend.

Grand Master Frank Sweeney, of the Firemen's Brotherhood, is here, as also is Grand Master Wilkinson, of the Brotherhood of Railway Brakemen. Their presence at this time is regarded as significant.

A brakeman stated to-day that the grand master has been sent to assume charge of the Erie yard. At 12:45 he was in the yard, and at 1:15 he was in a carriage to the hospital, but died before reaching there.

Sweeney makes serious charges. Late in the afternoon Mr. Sweeney, in another interview, made some serious allegations. He said: "You may say that the switchmen are not only not to blame for the acts of disorder that have been committed but that they have not sanctified them in any way. The best proof of this is that not one of them has been arrested on any such charges. How long do you suppose our men would be in jail if they had been concerned in these deeds? And how long do you suppose it would take the railroad detectives, who swarm in the yards, to gobble them up? Not an hour or two. There is a great deal under the surface of this matter which would surprise you to learn. You are aware that the Reading and Erie systems and their dependencies are decidedly unpopular among the working classes because of this treatment of their men. They treated their men like dogs, and McLeod, the president of the road, even declined to see the committee of the organization which went to Chicago. He was asked to give only so much as five minutes, but declined. When the first of this strike came, it became necessary, somehow or other, to divert public sympathy from the strikers. Railroad lawyers and railroad managers are no fools, and they devised means by which they got public sympathy. The strikers did not see these cards on fire Sunday morning.

"Well, who did?"

"Draw your own conclusions," said Mr. Sweeney.

Another was not drawing conclusions, so he tried again.

"Do you mean to insinuate these roads had cars on fire—burned their own property?" he asked, and Mr. Sweeney said: "I have heard just the rumor going about, nothing less. It is well known that the cars burned were condemned—abandoned old hulks, about to be sold for scrap iron. The Poles have been taking them to pieces and using them for fire-wood right in the yards without any objection made by the company. And these were the cars burned Sunday; and that burning was the citizens against the switchmen who had all their sympathy before. These were the most profitable bondholders lever heard of, and they didn't cost anybody a cent, unless the county is foolish enough to pay for them. We can furnish evidence that they were abandoned and valueless old cars."

"What is the attitude of your organization and the Buffalo members toward the militia; are they friends or foes?"

"Friends," replied Mr. Sweeney, promptly, but the presence of the militia is absolutely unnecessary to prevent destruction of property by any of our people. We will do no destruction. We have done no destruction and we have planned no destruction."

"Will you and rather than hinder the militia in their efforts to protect property?" he asked, and Mr. Sweeney said: "We shall do nothing to hinder the militia in their efforts to protect property. We shall do nothing to hinder the militia in their efforts to protect property. We shall do nothing to hinder the militia in their efforts to protect property."

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ANARCHY IN TENNESSEE

Thousands of Free Miners in Revolt Against the Authorities of the State.

Another Attack Made on the Stockade Near Oliver Springs, and the Guards and Convicts Forced to Surrender.

All the Militia Ordered to Coal Creek, the Next Point of Trouble.

The Governor Also Calls for 8,000 Volunteers to Assist in Restoring Order and to Prevent Further Destruction of Property.

Report that a Battle Between Troops and Miners Was Fought This Morning.

Cannoning Heard at Knoxville—Wires Cut and Telegraph Offices Seized—Newspaper Correspondents Held as Prisoners.